Event

MPTS AJET AN 4401 – AN 4402 T-45

Mission

ADVANCED AIRWAYS NAVIGATION

1.5 HOURS/X

ORM

AN 4401-02

- **OPERATIONAL REQUIREMENTS / LIMITATIONS**
  - **CREW REST/ CREW DAY / WORK WEEK**
  - **WARM-UP ELIGIBILITY**
  - **PREVIOUS FLIGHT COMPLETE?**
  - **IP CURRENCY**
  - **READ AND INITIAL**

- **HUMAN FACTORS**
  - **LIFE STRESSORS / EXTERNAL FACTORS/ PERSONAL PROBLEMS**
  - **MEDICAL STATUS**
    - **CREW DAY**
    - **CREW REST**
    - **NOURISHMENT**
    - **HYDRATION**

- **HAZARDS AND CONTROLS**
  - **ROUTINE**
  - **WEATHER**
    - **CURRENT OBSERVATIONS AND FORECASTS**
    - **CROSSWINDS**
    - **FUEL CONSIDERATIONS**

TTO

AN 4401-02

- **WHO WILL CALL A TTO?**

- **WHAT SITUATIONS WILL THE TTO BE CALLED?**
  - **SAFETY**
  - **CONFUSION**
  - **MISUNDERSTANDING**

- **IP RESPONSIBILITIES**
  - **RECOGNIZE THE NEED FOR A TTO**
  - **EXPLANATION / INSTRUCTION AS NECESSARY**
  - **DOCUMENTATION ON ATF**

- **WHEN AND HOW WILL TRAINING RESUME?**

SSR/DISCUSS ITEMS

AN 4401-02

- **SPECIAL SYLLABUS REQUIRMENTS:**
  - **NONE**

- **PREREQUISITES:**
  - **AN 3301**

- **DISCUSS ITEMS:**

  AN 4401 - 4402
  - **NATOPS/SOP/EP QOD AND IN-FLIGHT EMERGENCIES.**

SYLLABUS NOTES

AN 4401-02

A. EVENTS WILL BE FLOWN FROM THE FRONT COCKPIT.

B. STUDENTS SHALL CONTACT THEIR INSTRUCTOR PRIOR TO BRIEF TO DETERMINE THE ROUTE OF FLIGHT TO PLAN.

C. STUDENTS SHALL BRING A COPY OF A COMPLETED DD-175 AND JET LOG TO THE BRIEF FOR IP USE DURING THE FLIGHT.

D. SHOULD BE FLOWN OUTSIDE LOCAL AREA, IF ABLE.

E. DURING THIS BLOCK, STUDENTS MUST FLY A MINIMUM OF FOUR TOTAL APPROACHES, TO INCLUDE THE ITEMS LISTED BELOW:

- **HIGH ALT PENETRATION** — **1**
- **TCN/VOR DME** — **1 FULL PANEL**
- **ILS** — **1 FULL PANEL**

SYLLABUS NOTES

AN 4401-02

E. APPROACHES CONTINUED:

- **PRECISION APPROACH 1**
- **PARTIAL PANEL APPROACH 1**
- **EMERG INST APPROACH 1**

- **ADVISE YOUR IP – HOW MANY/WHAT TYPE OF APPROACHES REMAIN PRIOR TO END OF BLOCK.**

ADMIN (CARD)

AN 4401-02

- **A/C – ATC C/S – CREW**
- **BRIEF / WALK / TAKEOFF / LAND TIMES**
- **ATC CLEARANCE / DD-175**
- **FUEL PLAN/LADDER**
- **LINE / T/O / ABORT / RPM**
- **COMM PLAN**
- **NAV PLAN**

ADMIN

AN 4401-02

- **LAUNCH**
  - **WEATHER / NOTAMS / TFR / BASH**
  - **PREFLIGHT / START / TAXI**
  - **ITO**
  - **SWAPPING OF CONTROLS**
  - **ENROUTE PROCEDURES**
  - **RADALT USAGE**

- **RTB**
  - **RECOVERY**
  - **DIVERTS**

CONDUCT

AN 4401-02

- **TIMS RESUME REVIEW**

- **PRACTICE:**
  - **CHECKLISTS/GROUND OPS**
  - **IFR CLEARANCES**
  - **TAKEOFF/DEPARTURE/FLIGHT ADMIN**
  - **INSTRUMENT COMM**
  - **ENROUTE NAVIGATION**
  - **ROUTE/DESTINATION CHANGE**
  - **HOLDING**
  - **DESCENT/FIELD ENTRY**
  - **PRECISION APPROACH**

CONDUCT

AN 4401-02

- **PRACTICE CONTINUED:**
  - **NON-PRECISION APPROACH**
  - **PARTIAL PANEL APPROACH**
  - **EMERGENCY INSTRUMENT APPROACH**
  - **MISSED APPROACH**
  - **LANDINGS**

DID YOU KNOW?

•THE MAX HOLDING AIRSPEED FOR ALTITUDES 6,000 FT AND BELOW IS 200 KIAS.

•THE ABSENCE OF THE PROCEDURE TURN BARB IN THE PLAN VIEW OF AN APPROACH INDICATES THAT A PROCEDURE TURN IS NOT AUTHORIZED FOR THAT PROCEDURE.

•WHEN A SURVEILLANCE APPROACH WILL TERMINATE IN A CIRCLE-TO-LAND MANEUVER, THE PILOT MUST FURNISH THE AIRCRAFT APPROACH CATEGORY TO THE CONTROLLER. THE CONTROLLER WILL THEN PROVIDE THE PILOT WITH THE APPROPRIATE MDA.

BLOCK MIF

AN 4401-02

CTS REF	MANEUVER	AN4402
1	General Knowledge/Procedures	4+
2	Emergency Procedures	3
3	Headwork/Situational Awareness	4+
4	Basic Airwork	4+
5	Mission Planning/Briefing/ Debriefing	4+
6	Communications	4+
7	Ground Operations	4+
8	Flight Admin	4+
10	Takeoff	4+
11	Departure	4+
12	Enroute Navigation	4+
1 8	Route/Destination Change	3
15	Holding	4
13	Descent/Field Entry	4+
17	Precision Approach	4+
18	Non-precision Approach	4+
17 18 5	Partial Panel Approach	4+
21	Emergency Instrument Approach	4+
20	Missed Approach	4+
23	Landings	3+

Emergencies

AN 4401-02

- **AIRCRAFT FALLOUT**
- **CLEAR ENGINE PROCEDURE**
- **ABORTED TAKEOFF**
- **RWY DEP / LOSS OF DIRECTIONAL CONTROL**
- **SYSTEM FAILURES/ EPs / CRM**
- **BIRD STRIKE/ MIDAIR**
- **RADIO/ ICS FAILURE**
- **LOSS OF NAVAIDS / LOST PLANE**
- **INADVERTENT IMC / LOST SIGHT / LCLS**
- **DISORIENTATION / VERTIGO**
- **HYPOXIA**
- **EJECTION (HIGH / LOW / GROUND)**
- **SAR / ON SCENE COMMANDER**
- **DIVERT(S) / BINGO FUEL TO DIVERT**

STANDARD DEBRIEFING FORMAT

AN 4401-02

- THE FLIGHT LEAD OR PILOT-IN-COMMAND IS RESPONSIBLE FOR ENSURING ALL FLIGHT OR CREWMEMBERS ARE THOUROUGHLY DEBRIEFED ON THE CONDUCT OF THE MISSION UTILIZING THE "S-P-B-E-MS-LL" FORMAT OUTLINED BELOW.

I. SAFETY
II. PLANNING
III. BRIEF
IV. EXECUTION
V. MISSION SUCCESS
VI. LESSONS LEARNED